



Miss Helena, Penny Hanson presenting Senior Pilot Award to Richard Kullberg of Cut Bank, with Jim Monger applauding.

VOL. 28, No. 6



Pearl Laska, Lt. Gov. Ted Schwinden, and Vivienne Schrank at the MPA Convention, Helena, June 18.

MPA CONVENTION HELD IN HELENA

The Helena Hangar, led by President John Serquina, hosted the annual MPA Convention in Helena June 17 and 18. A most enjoyable, scenic boat ride through the Gates of the Mountains, including a chicken dinner at Meriweather Landing, was one of the highlights of the convention.

The business meeting was kicked off Saturday morning by welcoming comments by Mayor Kathleen Ramey, and the invocation was given by Reverend William Burkhardt.

Newly elected officers and board members are:

Morris Rudio, Billings, President
Dr. John Stephan, Kalispell, Western Vice President
Frank Stoltz, Miles City, Eastern Vice President
Don Eades, Great Falls, Western Director
Carl Harbaugh, Jordan, Eastern Director
James H. Monger, Belgrade, Treasurer

Mitzi Eades, Great Falls, Secretary
The awards banquet was held Saturday evening. Awards were presented by Miss Helena, Penny Hanson, to the following:

Bent Prop—Frank Bass, Lewistown
Senior Pilot—Richard Kullberg, Cut Bank
Junior Pilot—Keith Klos, Great Falls



Pat Monger (Mrs. Jim) being presented with her prize, an autographed copy of *Montana and the Sky*, aviation history book, by its author Frank Wiley.

MONTANA and the SKY



MONTANA DIVISION OF AERONAUTICS

JUNE, 1977

Outstanding Pilot—Ted Parod, Kalispell

Lifetime Membership—Vivienne Schrank, Jordan

MPA members departed Helena Sunday morning and flew to the Townsend Fly-In and air show. A delicious breakfast was served by the Townsend Rotary Club. Al Newby put on two aerobatic shows in his Great Lakes stunt plane. Other activities included glider rides and sky diving.

Perfect weather conditions contributed to a most successful Convention and Fly-In.

SCHAFER MEADOWS REMINDER

Don't forget the Fly-In Scheduled for July 16-17 at Schafer Meadows. Sponsored jointly by the Montana Pilots Association, Flying Farmers, 99's and Aeronautics Division, this will be a fun and work session. If you want to join in to help in the maintenance of this strip, bring a hand tool (rake, shovel, scythe, hammer, pliers, etc.). If that isn't your choice, come along and join in the fun.

DEDICATION OF BURNS FIELD

The Sidney Richland Airport Commission, the city of Sidney, and the County of Richland have joined together to dedicate the Sidney Richland Airport officially as Burns Field.

The community plans to celebrate later in the year with an air show. More information will be published as it becomes available.

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of the**

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**WHIRLY-GIRLS
SCHOLARSHIPS**

In 1978, for the first time, The Whirly-Girls (international women helicopter pilots) will award two \$3,000 scholarships (one international—one domestic).

Scholarship applicants must hold a current pilot certificate, must intend to make use of the helicopter rating in such a way as to further the involvement of women in aviation, and must demonstrate that they require financial assistance to obtain the helicopter rating.

Applications for these two 1978 scholarships will be available in July from The Whirly-Girls, Inc., Suite 700, 1725 De Sales St., N.W., Washington, D.C. 20036.

**Administrator's
Column**



I attended the Experimental Aircraft Association Convention May 14 and 15 at Stockhill Aviation, Kalispell. Although weather conditions prevented many experimental aircraft arrivals, there were many interesting displays of experimental aircraft and model aircraft. The Sunday morning breakfast was a hugh success, followed by considerable activity in Sky Diving and airplane and glider rides.

I am happy to report that the progress to reactivate the Monida Pass airway beacon is coming along favorably. The FAA had turned the ownership of this beacon over to the state of Washington for museum purposes. Through joint efforts between Idaho and Washington Aeronautics we will be able to procure the Monida Pass Beacon, provided a dismantled substitute can be given to the Pacific Northwest Aviation Historical Foundation which is located at Boeing Field in Seattle, Washington.

Dave Kneeler of our office has been in contact with the land owner and is negotiating a new ground lease. We anticipate having this beacon in operation by the middle of July.

We are also looking into reactivating the Mullan Pass Beacon which is owned by the Idaho Aeronautics.

The North Dakota, South Dakota and Montana Aeronautics Divisions met with FAA Rocky Mountain Region officials in an attempt to prevent the closures of Airports District Offices in Helena, Bismarck and Pierre. The consensus was that they are considering consolidating the three offices into Denver, however, they will leave an

engineering staff in Helena and Bismarck. The Airport Board has strongly opposed the possible closure of the Helena Airports District Office as they felt that not only will the Aeronautics Division suffer from increased financial burdens, but the service to Montana airports will be drastically diluted.

In our January issue of Montana and the Sky we mentioned an airport economic impact survey conducted by the Dillon Airport. I have talked to Andre Morris of the Dillon Flying Service at Dillon about this survey and feel it would be a very worth while project for all airports to undertake. It really brings to light the economic impact of having an airport in your community.

Andre Morris sent me a copy of the survey which we will publish in this issue. I would like to encourage airport operators and/or fixed base operators to consider taking on a similar project.

The Montana Pilots Association held their annual convention in Helena June 17 and 18, terminating with a fly-in breakfast and air show at Townsend Sunday the 19th. I would like to congratulate the new officers and board of directors, and especially, I congratulate John Serquina, President of the Helena Hangar, and members for an outstanding and memorable convention.

I would like to congratulate Vivienne Schrank for receiving a Lifetime Membership in the MPA and also extend my best wishes to both Vivienne and her co-pilot Pearl Laska for a successful flight in the Lindberg Commemorative Race.

**PLAINS FLY-IN
AND AIR SHOW**

We have been advised that Plains is sponsoring the largest fly-in and air show in western Montana. The events include EAA displays, aerobatics, breakfast, lunch, and a probable Air Force fly-by. They have planned many other events to be listed later.

The place is Plains Airport, 47 nm 295 degrees from Missoula, Montana VOR, the date, Saturday, September 24, 1977, 7:00 a.m. to 5:00 p.m.

For additional information contact Richard J. Cook, DDS, Box 837, Plains, MT 59859. Phone (406) 826-3778.

AIRPORT CONSTRUCTION

By: **Dave Kneedler**, Chief
Airport/Airways Bureau

With the 1977 construction season in full swing, many Montana airports have improvement projects either underway or about to commence. For this reason we encourage all pilots to obtain current information about their destination airport, either through the NOTAM system or telephone contacts.

New airports have been constructed at TERRY and TURNER together with a medium-intensity runway light system at Terry. A low-intensity system and rotating beacon provided through our airport services program will be installed at Turner. The DEER LODGE airport is currently being resurfaced and provided with medium-intensity runway lights and VASI. Work was started on June 15 to overlay the runway, taxiway and apron at CHOTEAU airport. The GLENDIVE airport is in the process of being resurfaced, using a new rubberized asphalt material designed to alleviate a severe cracking problem. The main runway at MALTA is to be extended and reconstructed along with the addition of a medium-intensity runway light system. At SHELBY partial reconstruction of R/W 7/25 will take place together with resurfacing of the entire runway. Ramp extension and runway improvements will commence soon at WOLF POINT. The HOGELAND airport is to be lighted using a low-intensity system provided through our airport services program.



Carl Harbaugh and Vivienne Schrank, both from Jordan, and Frank Stoltz, Miles City. Mr. Harbaugh is Eastern Director and Mr. Stoltz is Eastern Vice President of the Montana Pilots Association.



Dr. John Stephan, Kalispell, Western Vice President; Frank Bass, Lewistown; and Gordon Sands, Havre. Mr. Sands is a Lifetime Member of the MPA.



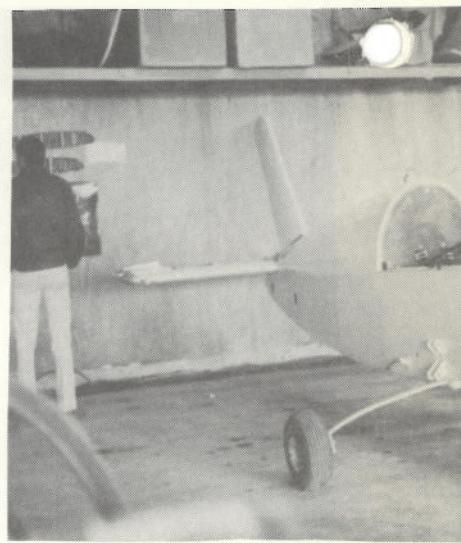
Herb Sammons, Cut Bank, Pearl Laska, Bitty Herrin in the foreground, at the business meeting of the Montana Pilots Convention, June 18.

Bids are to be opened in late June for work which will extend the ramp, resurface the runway and install medium-intensity lights at the Havre airport together with new runway construction and medium-intensity lights at ROUNDUP.

In addition to the above, major improvement projects are underway at Bozeman, Missoula, Helena, Billings and Butte, with projects in the near future anticipated at Kalispell, Glasgow, and Lewistown. All work mentioned is being done using federal grant monies with much of the local matching funds provided through Aeronautics Division loans.



RV-3 from Portland, Ore.



"Went Traveler" owned by Ben



Two Bucker Jungmans owned by Hank Galpin, President of the Kalispell EAA.



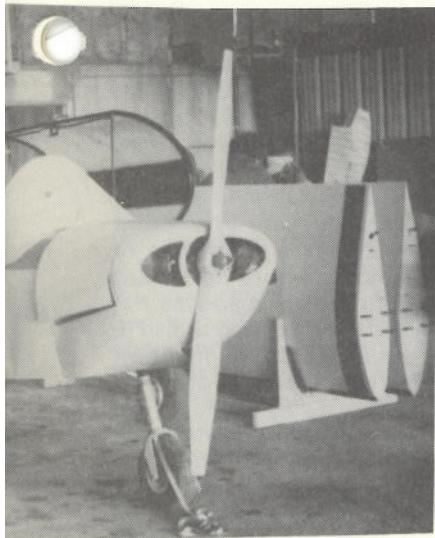
Nick Poncelot making hotcake



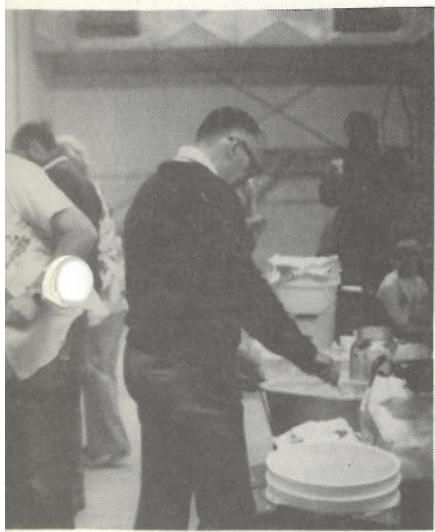
Hector's Pilot Shop booth offering pilot supplies.



Kalispell EAA members busy serv break



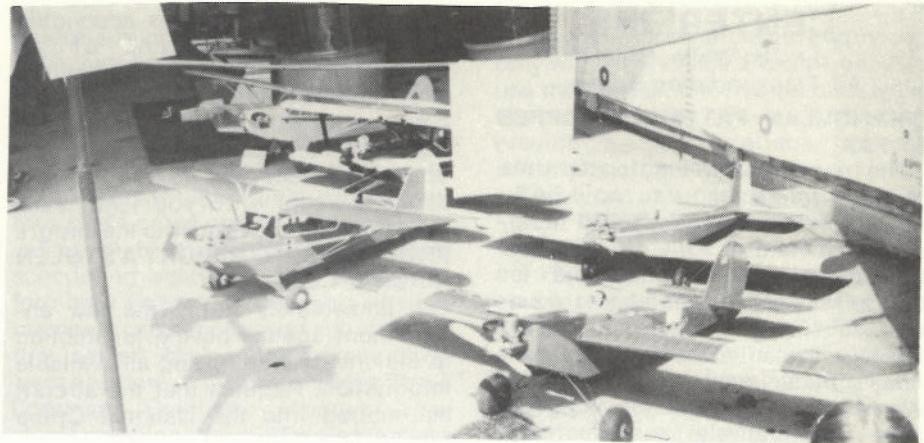
nan, West Glacier.



the EAA breakfast.



in Stockhill Aviation Paint Shop,



Static display of model experimental aircraft.



Bob and George Colby's 1928 Curtiss Robin.

ECONOMIC IMPACT OF DILLON AIRPORT

Date: _____

Check one of the following reasons for flying into Dillon:

Business Visit friends/relatives
 Recreation fish/hunt
 Fuel stop only

How many in party _____ What type of aircraft _____

How many days spent in Dillon area _____

Approximate amount spent in Dillon on:

Aviation gasoline \$ _____ Food \$ _____

Lodging \$ _____ Other ! _____

Remarks:

CENTERLINE

By: Jim White, Chief
Air Transportation Bureau

TRIANGULAR PATTERN DROPPED BY FAA

The triangular alert flight pattern has been eliminated as an FAA-recommended emergency and radio-failure procedure. FAA officials said they eliminated the procedure for several reasons. It was almost never used, according to operator feedback; it was a potential safety hazard in today's radar environment; a pilot should use his time and remaining fuel more constructively; and electronic means (such as transponder code 7700) are more effective for alerting ATC to an aircraft with a problem. The triangular illustration will be absent from the July issue of AIM Part I.

IFR INSTRUMENT PANEL REQUIREMENTS

Instrument panel requirements for IFR have been changed to permit the installation of digital readout clocks that display hours, minutes and seconds. The previous regulation—FAR Part 91.33(d)(6)—required a sweep second pointer on the clock for instrument flight operations.

FAA MONITORS LOWLEVEL WIND SHEAR

Low level wind shear monitoring tests will begin at six airports by the end of June. The airports are Tampa, Oklahoma City, Houston International, Denver Stapleton, Atlanta, and Kennedy. Called the Surface Wind Monitoring System (SWIMS), it will compare measurements of wind speed and direction obtained by sensors located at six selected points in the runway approach path with the wind velocity information in the control tower cab. When a difference in wind velocity of 15 knots or more is observed, an aural and visual alarm will alert controllers to potential wind shear conditions. The system is designed to provide controllers with additional time to alert pilots and rearrange traffic flows to avoid possible wind shear situations.

NTSB REPORTS FOUR PERCENT DECREASE IN GA FATALITIES IN 1976

General aviation accidents accounted for 1,273 fatalities in 1976, down four percent from the 1,324 deaths in 1975, according to preliminary figures released by the National Transportation Safety Board.

General aviation fatalities accounted for only 2.5 percent of all transportation-related deaths in the U.S. last year. Highway accidents accounted for 90.3 percent of all U.S. transportation deaths last year, 44,807, up 0.15 percent over 1975. The most dangerous segment of your flight is still the drive from your house to the airport.

PROCEDURE TO REPORT A STOLEN AIRCRAFT

1. Immediately notify the law enforcement agency having jurisdiction at the site of theft, giving all available information. Request that the aircraft be entered into the National Crime Information Center of the FBI.

2. Have the law enforcement agency taking the theft report immediately notify the nearest FAA Flight Service Station to activate the alert.

3. Notify the International Aviation Theft Bureau (301) 654-0500; Telex: 89-8468; TWX: 710-824-0095.

AVIATION EDUCATION

By: Sam Griggs, Supervisor

There are five teacher workshops offered for college credit this summer, all sponsored by the Aeronautics Division.

Havre, Northern Montana College. Workshop Director: Ron Kologi. Three Credits. Duration: June 16, 17, 18, 23, 24, 25. All day sessions.

Helena, Carroll College. Workshop Director: Robert Conklin. Three credits. Duration: July 18 through 29. Morning sessions.

Butte, Montana Tech. Workshop Director: Robert Conklin. Three credits. Duration: June 20 through July 8. Morning sessions.

Bozeman, Montana State University. Workshop Director: Bernard Allen. Three-four credits. Duration: June 20 through 29. Morning sessions.

Billings, Eastern Montana College. Workshop Director: H. C. Christiansen. Three credits. Duration: June 20 through July 2. Afternoon sessions.

* * * * *

Beaverhead County—On Friday, May 20, Beaverhead County High School Aviation class enjoyed an orientation ride. The class included Richard Schmaus, Rusty Campbell, Harry Obert, Tracy Hunsaker, John Marks, Wade Welch and Blaine Welch. Instructor Randy Vogel accompanied the group and they all expressed appreciation for an informative and educational experience.

ANOTHER STATISTIC

By: Jack Wilson, Chief
Safety and Education Bureau

On Saturday, June 4, 1977, a pilot who had obtained his private pilot license May 28 this year, rented a PA-28 aircraft from Gillis Aviation in Billings. He then apparently flew to a point approximately 20 miles southwest of Roundup, Montana, where he landed on a country road. This road was not only narrow and hilly, but had ruts in it, and also about a 20 or 25 degree turn approximately where his lift off point should have been for take-off. He did not utilize all of the take-off room available and started take-off about 1200 feet from where the road made a left turn of about 20 or 25 degrees. He was not airborne at this point and proceeded across a sagebrush covered field until he hit a drywash approximately twice the length of the airplane wide, with perpendicular walls on both sides. He hit the perpendicular wall on the other side of the drywash, at which time the aircraft burst into flames and the three people aboard perished.

For those who do not know what a PA-28 is, it is a Cherokee 140 built by Piper Aircraft Company, and is not the most powerful aircraft in the world. With weight and temperature surrounding the circumstances of this take-off, the judgement of the pilot in attempting a landing and take-off would have to be questioned.

As a consequence of this we have three more fatalities and one more destroyed aircraft in Montana (one of about eight each year) as a consequence of attempted take-off on a narrow, rough road.

AIRSHOWS AND WAIVERS

By: Dale Uppinghouse

FAA Accident Prevention Specialist

We are now in the season of "spur of the moment" airshows. Flat Rock had an airshow. Why don't we have one next month? Let's get the Thunderbirds and Blue Angels. Sam's cousin has a Pitts. He will do lomcevaks for us. Yea, and we'll have "Penny-a-Pound" rides, too.

Folks, please believe me. It isn't that easy. If you are planning an airshow, please start early. The T-Birds and Blue Angels are booked as much as five years ahead. Big name acrobatic show people usually are booked at least one year ahead.

Pilots must have a letter of authorization for performing aerobatics at airshows. They may obtain these letters by proving their ability to safely perform the maneuvers at the altitudes they request. This flight test cannot be accomplished during the show. Arrangements for the demonstrations may be made at the GADO.

If waivers of regulations for airshows are requested, they should be requested 45 days ahead. Ask for applications for waiver at the GADO. Find out the requirements so there will be no last minute cancellations and disappointments.

"Penny-a-Pound" rides must also be cleared by the GADO. These require seven days lead time. Instructions for charity airlifts are clearly spelled out in FAR 61.118. Please don't make plans for these airlifts without reading 61.118 carefully. It cannot be waived.

The above details are the first steps. Inspectors will then work with you on the details. These details will include crowd control, fire trucks, ambulances, clear lanes, dead lines, etc. You may expect the inspector to be sticky about the details. They are safety measures. If an inspector were to ignore them, he would find himself walking down the road without a job kicking beer cans and talking to himself.

GALLATIN VALLEY AERONAUTICAL SOCIETY IS ALIVE AND WELL

By: Scott Simpson

A little more than one year since its formation, the Gallatin Valley Aeronautical Society is alive and well.

Nathan Lea, a private pilot from Bozeman, is the father of this yearling flying club. Nathan's first organizational efforts brought together about fifteen persons who's primary interest was forming a flying club that would provide its members with low cost pleasure flying.

Using the Three Forks, Montana Flying Club's by-laws as a format, G.V.A.S. was formed as a non profit corporation. Typically, the club started with a Cessna 150, and a nicely instrumented Skyhawk 172 was soon added to make up the current "fleet."

The present membership consists of 24 Gallatin Valley residents, each of whom paid a membership fee of \$300 and monthly dues of \$25 which in-

cludes one hour of free time in the 150 each month. Half of the membership fee is returned if a member wishes to leave the club.

G.V.A.S. is currently searching for a third aircraft in the 182 category, to complete the club's fleet with a true four place cross country airplane.

The club also boasts a unique scheduling system. Using a twenty-four hour Bozeman answering service, members can schedule on a first come, first served basis, the airplane they want any time of the day or night. Tony Foreman, Belgrade, Montana, the club's president, says, "This is the most efficient scheduling system I've ever used."

The majority of the club's members are 200 plus hour private pilots. There are, however, at least four student pilots, two CFI's, one A&P, and several instrument rated pilots with commercial certificates.

The future is looking bright for the Gallatin Valley Aeronautical Society!

MALMSTROM AIRCRAFT PRACTICE AT MONTANA AIRPORTS

By: James D. Beggerly, Capt., USAF
Accident Prevention Counsellor

The 17th Defense Systems Evaluation Squadron (DSES) of Malmstrom AFB at Great Falls has stepped up its use of Montana airports for practice instrument approaches. The airports involved are Great Falls, Billings, Helena, and Missoula. The 17th has begun this program to allow its aircrews to perform their training and proficiency sorties in a variety of airport environments.

The airports selected have several different instrument approaches, varying degrees of radar coverage, and control towers. Towers are necessary

because the unit's aircraft are equipped only with UHF radios and are unable to use the normal VHF frequencies, while towers have both UHF and VHF; they provide a safe interface between military and civilian traffic.

Two types of aircraft are involved: the Martin EB-57 and the Lockheed T-33.

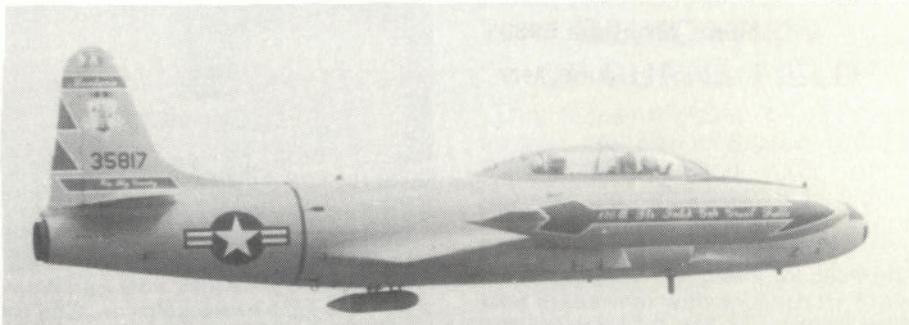
The EB-57 is the primary aircraft of the 17th DSES and is used in electronic counter measures (ECM) training and evaluation world-wide. EB-57's are often used to provide "live" targets for Montana's Air National Guard F-106 interceptors. On these missions the EB-57 attempts to jam communications, weapons, and radar frequencies of ground based radar stations controlling the interceptors and the F-106's themselves before the interceptor can be positioned to simulate firing on the "intruding" aircraft.

The 17th also has four T-33's (the one pictured belongs to the Air Guard). The airplanes are primarily used for mission support of the 24th North American Air Defense (NORAD) Region Headquarters. Often used for radar and interceptor training, the T-33's of the 17th possesses no ECM capability.

The 17th DSES uses the tactical call sign system: a short word ("Grab" for EB-57 and "Coy" for T-33) followed by a two-digit number. So if you hear tower/approach control talking to "Grab five three" there's an EB-57 around, and if you hear "Coy nine one" look for a T33.

Both aircraft are fairly fast, even in the instrument pattern. You can expect EB-57's and T-33's to be at 160-200 knots til the final approach fix, then the EB-57 will slow to 140 knots and the T-33 to 130-155 knots (depends on fuel remaining).

There will always be two crewmembers on board during instrument approach practice: one pilot flying and the other crewmember monitoring the approach and clearing



U.S. Air Force T-33. Shows Montana Air National Guard insignia.

for other aircraft.

Air Force participating in "Operation Lights On" is mandatory, but landing lights on these aircraft will only be on when the gear is down, so you may find it difficult to spot them til they're approaching final. All pilots flying at those airports should be aware of the wake turbulence hazards associated with these aircraft. The T-33 produces a relatively small wake, but this could be dangerous for the smallest airplanes (C-150, J-3, etc.). The EB-57 is much larger and heavier, so all civilian traffic up through light twins should apply normal separation for wake turbulence avoidance, especially after two EB-57's in formation. The EB-57's and T-33 will not normally touch down, so you should try to remain upwind and **below** the jet's approach path if you're to land after their low approach. If the jet is going to do a touch and go, though,

stay upwind and **above** his approach, and touch down beyond his touch down point.

CALENDAR

July 16-17—Combined MPA, Flying Farmer, 99's, Aeronautics Division Fly-In, Schafer Meadows.

July 16-August 4—National Parachuting Championships, Tahlequah, Oklahoma.

July 17—3rd Annual Fly-In and Barbeque, Ennis, MT

July 18-29—Carroll College Aviation Workshop, Helena. Robert Conklin, Workshop Director.

July 21-22—Montana Aeronautics Board Meeting, Yellowstone Airport, West Yellowstone, MT.

July 24—Fly-In and Air Show, Livingston.

September 24—Plains Air Show and Fly-In.

September 30-October 1—Montana Flying Farmer Convention, Billings, Holiday Inn West.

FAA ITINERARY FOR MONTHS OF JULY, AUGUST AND SEPTEMBER

BILLINGS GADO		Phone: (406) 245-6719/70		
City	Airport	July	Aug.	Sept.
Glasgow	Municipal	12	9	13
Miles City	Municipal	26	23	27
HELENA GADO			Phone: (406) 449-5270	
City	Airport	July	Aug.	Sept.
Missoula	Johnson-Bell	6	3	7
Kalispell	International	13		21

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

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